In regard to the recreation ground suggested, I think I told you and the other gentlemen present, when I made a personal inspection of the place, that I was not particular about retaining the T. B. at its present site. My opinion is that there is no need for a T. B. at Changanachery, as there is a camp shed about two miles from that place. I consider that this T. B. with its spacious compound could be leased out to the Municipal Council for use as a Town Hall and recreation ground. A reference has been made to the Chief Engineer and no reply has yet been received. The matter will be further considered on receipt of the Chief Engineer's reply.

You refer to the straightening of two bends in the Cherukari canal on the main water-way from Alleppey to Changanachery. In regard to this, I have no other reply to give than what I gave to Mr. Chandi Thomas of Ambalapuzha.

Mr. Kumara Pillai Padmanabha Pillai (Member, Municipal Council, Changanachery) first referred to the policy of Government in the matter of municipal finance and pleaded for special treatment for the Changanachery town. The reasons adduced by the Member, among others, for special treatment were the following:—

1. The market in the town was one of the most famous and important in the State, where people from British Malabar, Cochin and several parts of Travancore congregated twice a week for trade.

2. In point of population, the town was second to none except Alleppey in Central Travancore—a fact recognised by the Government also.

3. Its mixed population of Hindus, Muhammedans and Christians gave it a very prominent place among the towns in the State.

4. If education and educational institutions were deemed the indications of a prosperous town, this town had several educational institutions, not to mention the College to be established shortly.

The Member, therefore, prayed that the Municipality alone should not be made responsible to provide for all the requirements of such an important and populous town and that the State also should make large contributions in that direction. He also prayed for the following works :—(1) cutting the Puvakkattu *chira*, (2) cutting the Kuttipuzha-Chalakkal *thodu*, and (3) construction of a cheap jetty in the market landing.

In conclusion, the Member feared whether the sum of Rs. 60,000 estimated for the construction of the proposed jetty was not too much and requested a further scrutiny being made.

Dewan's reply.—The Member calls in question the correctness of the estimate. Rs. 60,000 is not for a jetty alone, but also for a crane. The Member says that the excavation of the Kuttippuzha canal involves also the cutting of a hill for a length of two furlongs. Whatever that may be, I have no objection to these estimates being subjected to examination and criticism by the member himself and some other non-official gentlemen of Changanachery. When I tour in that direction, let them come to me, and I shall also ask the Executive Engineer to meet us, and you can then show me in what directions the estimates may be curtailed.

In regard to the Puvakkattu *chira*, I shall see this tank when I camp in Changanachery next time.

82. Certain needs of the Minachil Taluk in the matter of communications.

Mr. Ulahannan Ulahannan (Member, Minachil Taluk) represented that the repeated representations of the people in respect of the improvement of communications in his taluk had not had much effect so far and that even sanctioned works had not been begun. Their chief requirements might be grouped under (1) bridges, (2) roads, (3) public offices and buildings, and (4) a landing ghat near the market. Though the construction of a bridge across the Minachil river on the Lalam-Ponkunnam road had been sanctioned, the work had not been carried out and the difficulties felt by the inhabitants in the southern parts of Minachil to reach offices and schools were immense. The Member prayed that arrangements might be made

LIBRARY ARCHIVES Kerala Legislative Assembly

for starting the work immediately. A bridge near the Kadanad church on the Melkavu-Pizhai road *via* Kadanad, if constructed, would be of great help to passengers.

The roads in the taluk were generally unfit for traffic. The Atirampuzha-Lalam road was metalled for a distance of 12 miles some years ago. Though a toll gate had been established there, Government did not think it their duty to maintain the road in proper condition. The Lalam-Ramapuram road also stood in immediate need of repair.

The next road in importance was the one leading from Piravittanam on the first mile of the Ambara-Mankombu road to Plasanal.

The other roads requiring attention were (1) Bharananganam-Vazhamattam road, (2) Vazhamattam-Pinnakkunad road, (3) the road to Piravittanam from the 3rd mile in the Melukavu road, (4) the road from Vilangupara Kadavu to Tidanad on the Kanjirappalli-Erattupetta road, and (5) The road from the Lalam-Todupuzha road to Ramapuram *via* Ezhacheri. The Member stated that this road had formed the subject of previous representations also. The last road mentioned by the Member was the one to Antinad from the 2nd mile of the Lalam-Punjar road.

To work out the sanctioned estimates in respect of some of these roads and to open the other roads were matters of urgent necessity. As most of the roads were being constructed by the people themselves, Government could complete them cheaply. The Member also prayed for metalling the unmetalled portion of the Lalam-Todupuzha road.

Proceeding to speak about buildings, the Member urged the construction of a permanent building for the Munsiff's Court (which is now held in a rented house) near the Taluk Cutcherry. The other buildings constructed by Government in the Minachil taluk were not worthy of mention. The Pala Middle school building was entirely unfit for its purpose. A site had been acquired for the construction of a new building for the school long ago. Arrangements should be made by Government for constructing the building as already ordered. (*Vide* G. O. 3474 E. dated the 23rd September 1915.)

The construction of a landing on the Minachil river near the Lalam market was necessary for the convenience of transport and should be taken in hand.

Dewan's reply.—In regard to the bridge on the Lalam-Ponkunnam road, the cost is prohibitive, and it cannot be taken up in the near future.

As regards the Kadanad bridge, an estimate was received for Rs. 3,370. Being an old estimate, it has been ordered to be revised. As soon as the revised estimate is received, we shall arrange for the work being taken up.

As regards the Bharananganam-Vazhamattam road and the Vazhamattam-Pinnakunad road opened by the people, they will be taken over and maintained by Government.

As regards the Ramapuram road, it is also one of the roads cut by the people. It has some bends, and to straighten them, an alignment has to be taken and an investigation is necessary in the matter.

Member.—Compensation has to be paid for only 4 or 5 bits of land. We shall ask the owners of the remaining bits to surrender them free.

Dewan.—I shall see that the matter is not delayed. Rs. 3,000 allotted for the work in the current year will be utilised for other works, *e. g.*, landing ghats and other needs of the taluk.

In regard to the vernacular school, I remember to have inspected the place and said that some land should be acquired and a shed put up. I said that the Munsiff's Court should be transferred to the school building, but the High Court did not approve of it. I agree that the whole of the vernacular school should be in one place. The present policy is that buildings for vernacular schools should be constructed by the people themselves.

LIBRARY ARCHIVES Kerala Legislative Assembly

Member.—The present building was put up by the people.

Dewan.—If the present building in the Taluk Cutcherry compound was put up by the people, Government must in fairness put up the new building at their own cost. I shall issue the necessary orders.

Member.—As regards the Lalam-Todupuzha road, the Public Works Department has taken up 6 miles of the road and sanction has to be given only for the remaining portion.

Dewan.—What is the total length?

Member.—16 miles.

Dewan.—I shall look into the matter.

83. Means of communication in Muvattupuzha.

Mr. Tariatu Kunjitomman (Member, Muvattupuzha Taluk) submitted that the condition of the people of the interior parts of the State was deplorable owing to lack of means of communication and the Government did not render the necessary facilities for improving those means. The Member then prayed that the railway should be extended from Alwaye along Kunnatnad, Muvattupuzha and Todupuzha and should be connected with Kottarakara. The Main Central road should be metalled and some roads should be constructed in the northern *pakuthies* of the Muvattupuzha taluk. Government had sanctioned the preliminary survey in connection with the extension of the railway from Trivandrum to Nagercoil. He had no quarrel with that ; all that he meant to say was that the claims of North Travancore in that matter were more urgent. The Dewan's opening address referred to the linking of Cochin by a railway. What the Member wished to say was that the connecting point should be Alwaye whence it should run to Cochin. Whether the Cochin Harbour scheme matured or not, the railway question should be taken up. People were prepared to take shares if a debenture loan was raised. The extension of the railway might take time, but the other need might be supplied at once. There were some minor roads about which representations had been made year after year. People going from Eramallur and Varapatti in Kotamangalam to Vazhakulam market were put to great inconvenience for want of a road. Many representations had been made about this. A survey had been ordered, but no work was done. The Dewan, when he visited the place, had promised to issue orders for undertaking the survey before long. Several other roads were also required. The policy of the Government of late had been to require the people to construct the roads, and to erect bridges from the State funds. This was of course a sound policy. But it should not apply to the northern taluks which were very backward in regard to communications. The Member, in conclusion, once again emphasised the need for a road connecting Ernakulam and Varapatti.

Dewan's reply.—About 9 miles of the M. C. road remain to be metalled. Many portions of the road are being put in order. An estimate has been sanctioned for one mile this year. In some portions deviations are necessary and works can be done only after the deviations are made.

As regards the railway, I cannot say anything definite now. There are many matters to be considered in that connection. I have referred to this in my address.

In regard to the Kotamangalam-Vazhakulam road, I have already ordered that a survey should be made. This must have been finished now. What has to be done next is to acquire the lands. We shall have to see what portion will be surrendered by the people free of cost and for what portion compensation will have to be paid. An estimate will then be prepared.

In re the other two roads referred to by you, it is seen that a sum of about Rs. 15,000 has to be spent on them before they could be taken over by Government. The estimate for the Kotamangalam-Vazhakulam road will be ordered to be prepared immediately.

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